Gladstone

Gladstone, Nov. 14.- Miss Frances Jones visited her sister last week in Virginia Baptist Hospital.

Mr. and Mrs. Cary Thompson, of Lynchburg visited Mr. and Mrs. J. W. Wright last week.

Mr. and Mrs. R. T. Manley, of Big Island spent several days here last week with Mr. and Mrs. M. W. Payne and family.

Miss Arlene Parr is out again after a recent illness.

Mr. and Mrs. Fletcher Cash and family, of Clifford visited her parents, Mr. and Mrs. J. S. Massie, last week.

Miss Marie Campbell is the guest of her uncle and aunt, Mr. and Mrs. Walter Campbell.

Misses Christophene and Aleen Mohler, of Lynchburg were week-end guests of Mr. and Mrs. Ed Mohler.

Mrs. Tom Wood is a patient at the University Hospital.

Mr. and Mrs. W. N. Wood, of Powhatan were week-end guests of her parents, Mr. and Mrs. Marion Fulcher.

T. G. Campbell is better after a recent illness.

Pipe cleaners make good hair curlers. They are soft to sleep on, they make soft curls, and they will not split ends of hair.

Japs seek a market for a light $700 car.

WHAT would your family do without you?

- Would they have a home of their own? Would they have a steady income? My business is insuring the future happiness of families. May I show you what I can do for yours?

Insure your wife a home

Insure your child an education

Insure your peace of mind

A. R. HARWOOD Insurance Agency, Appomattox, Va.

NEW ENGLAND MUTUAL Life Insurance Company

Friendly and prompt Insurance Service

Fire Automobile Life

If we do not have your business we are both losers.

Office in charge of Mrs. Jessie Carwile. Come to see us.

A. R. HARWOOD Insurance Agency

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Listen To

Calvin H. Robinson

The

Appomattox County Reporter

On

WWOD

1390 K

12:30 P. M. Every Friday

Old Milk Cans Lower Quality of Farm Milk

Old, battered milk cans are one of the weakest links in the chain between the farmer and milk plant, says W. F Aull, Jr., Extension dairy specialist at V. P. I.

This week link, by lowering the quality of milk, robs the farmer of some income and often renders milk unfit for further use.

Dents and crevices in old cans tend to harbor and breed bacteria, Aull explains, while rust spots may cause a metallic flavor in milk and cream.

Pointing out that the average life of a milk can is from 8 to 9 years, he says that during that time the can will transport more than $6,000 worth of milk and cream.This means that an investment of about $1 per year will protect products worth $6,000.

Aull offers these rules for proper care of milk cans.

Wash can thoroughly, using proper solutions, and rinse well.

Invert cans on a good rack, allowing them to drain thoroughly, even though they are to be stored only a few hours.

Leave covers off empty cans when not in use.

Prevent scratching the inside with a stirring rod, and remove the rod after stirring.

Do not let sour contents remain in cans for a long time.

Registration Service For School Teachers

A registration service for certified degree teachers, who are not now employed, has been established by the Virginia Education Association, Robert F. Williams, Executive Secretary, announces.

This service, which will be operated without charge, is intended to provide replacements for teaching vacancies which occur during the school year. Because of the acute shortage of teachers, resignations often result in children being taught for long periods by unqualified individuals. It is believed that such a registration service will help relieve this undesirable situation.

Prospective registrants should immediately write Virginia Education Association, 401 North Ninth Street, Richmond, Virginia.

Regional Health Meetings Held

A series of regional meetings, sponsored by the Virginia Council on Health and Medical Care, are being held in the state this month and next.

Meetings are scheduled for: November 22, Arlington; November 28, Norfolk; November 29, Winchester; December 1, Newport News; December 2, Charlottesville; December 6, Roanoke, and December 8 or 9, Danville.

Meetings are being held this week in Staunton, Lynchburg and Wytheville.

Use worn-out gloves to make patches on knees and elbows of snow suits. Try them on your sweater sleeves, too.

Virginia Fuel Commission

With only a truce in the coal strike, the Governor of Virginia has directed the State's Emergency Fuel Commission to stay in business and to continue its supervision of coal production and distribution.

The Governor has warned that the strike is but an armistice and that the three-weeks' suspension of the "no-day work week" may be only a lull before strike-bound, frigid days.

In a letter to all county, town and city local fuel committees, the Emergency Fuel Commission cautioned: "Our state is practically out of coal of all kinds. Supplies are down to a dangerous low for the first of what may be a long, hard winter. We urgently request that you use your good offices to see that all household consumers, utilities and industries stock up with needed fuel for at least a three month period."

Ground broken for a hospital at Woodstock.

Live 150 Years?—That Is Possible, Physicians State

GRAND RAPIDS, MICH.—Nobody today expects to live 120 or 150 years, but the extension of man's life-expectancy to those ages has already been assumed theoretically by scientists.

This opinion was voiced by physicians at the 84th meeting of the Michigan state medical society here.

But they warned against "overselling" the so-called miracle drugs derived from soil bacteria, dust cultures, wild plants and animal glands.

As the more conservative spokesmen for the medical profession view it, penicillin, the sulfonamides, streptomycin, chloromycetin, cortisone and other elements of the new armamentarium represent an end of an era—the conquest of infectious disease.

Many more persons who might have succumbed to illness in the early and middle years of life will be enabled to live into the sixties and seventies.

But there is nothing on the horizon of science which offers any present prospect for immediate and material increase in longevity.

Once past the half century mark, the human body appears to react more rapidly to degenerative processes. In later life, these generally manifest themselves in heart disease, hardening of the arteries and cancer. Thus far, medical science has exerted little control over them.

It was the consensus of those interviewed that "the best assurance of longevity is found in long lived ancestors."

Asked to compound a prescription for longevity, using ingredients of known value, the doctors came up with:

Regular physical examinations, early diagnosis and elimination of disease; maintenance of minimum weight through a well balanced diet; moderate but regular exercise; avoidance of worry; continuance of social contact and the cultivation of continually new interests, hobbies and intellectual activities.

Farm Topics

Milk Output Seen As Forecastable

'Factor' Method Used In 50-70 Day Tests

Breeders of Ayrshire dairy cattle can now determine the annual milk production of their cows, with a maximum margin of error of only eight-tenths of one per cent, on the basis of fifty to seventy day milking records.

It is expected that dairy farmers will save untold thousands of dollars every year by the scientific selection of bulls at an early date. The breeding value of bulls, whose blood strains affect milk production as well as the butterfat content in milk, can now be determined more quickly than ever before by the application of this accurate advance data.

This revolutionary development in dairy farming was announced by Henry Mosle, chairman of the research committee of the Ayrshire breeders' association. Mosle, owner of Fair Meadows farm, Litchfield, Connecticut, made the announcement after the 1949 annual meeting of the research committee, at the headquarters of the Ayrshire breeders' association in Brandon, Vermont.

A famed Ayrshire cow, Iroquois Sally Winters, with owner Robert L. Knight, of Lippitt Farms, R. I., one of the nation's top dairy cattle farms. Knight can now forecast Sally's annual milk yield on analysis of 50-70 day lactation figures by using the Ayrshire "factors" service.

The accuracy of the statistical "factors" which forecast the annual milk yield of Ayrshire cows was established after a year's intensive survey by Donald Trombly, head of the division of records of the Ayrshire breeders' association.

Approximately 500 Ayrshire herds in 40 states participated in the survey, in order to insure a genuine cross-section in testing the "factors." Each herd numbered from five to 125 cows. It was established that the 50-70 day "factors" can determine a herd's annual milk yield with 99.25 per cent accuracy.

Mosle stated that in order to give Ayrshire breeders the whole truth, and avoid misrepresentation of any nature, unselected data was used in checking the accuracy of the "factors." In other words, the widespread practice of using select cows and bulls was avoided.

The farmer can now decide whether or not to continue using a bull for breeding purposes eight months earlier than was heretofore possible. Untold thousands of dollars will be saved by this practice. Furthermore, the use of the "factors" will enable the breeders to improve the genetic quality of the bulls in their herds more rapidly than ever before. This early building up of "blood" will result in increased milk production with higher butterfat content.

New Cattle Dock

Shown here is a view of the recently-completed truck unloading dock for cattle at the Chicago stock yards as seen in full operation on opening day. The dock is the largest and most modern in the country. It has a capacity of 14 trucks at a time.

Irrigation Given as Way To Prevent Frost Damages

Irrigation is being cited as a practical and economical method of preventing frost damage to crops in addition to serving as a protection against dry weather.

Strawberry growers in Michigan report that nearly 100 per cent success against frost was realized on that crops when the crops were kept covered by sprinkler irrigation systems which were used last spring in the first test of the procedure.

"DEAR SANTA: DON'T BE A DOPE!"

"EVERY YEAR you flounder around 'mid the whimsies and the flimsies for something gay and glamorous to give me for Christmas.

"Dear Santa—if you only knew it, there's nothing more glamorous than leisure and convenience . . . th two things you can give me with—Electrical gifts!

"I want a toaster that's not temperamental. I want a mixer to whip up those cakes you love so much. A new automatic washer would give me 52 free Mondays a year. We'll need a new lamp to go by the new chair I'm giving you!

"These are only a few possibilities. If you can take a hint, Santa, I'll be glad to leave the rest up to you and our Electrical Appliance Dealer!"

VIRGINIA ELECTRIC AND POWER COMPANY

CITIZEN Should Read This Statement. Decide For Yourself Whether The BIG TRUCKS Have The Pipeline Into Your Pocketbook!

DO BIG TRUCKS PAY THEIR WAY?

Propaganda is Cunning - But The Facts Say "NO"!

...newspapers, state ...highway experts, ...Association, and ...and organizations ...ublic that *big com-* ...king the nation's *...ly a small part of ...upkeep costs which* ...oy. It has been ...ce of highway user ...should pay comes ...of other taxpayers.

...ig trucking as- ...but it quickly ...the most casual

...aim that "trucks" ...ighway user taxes. ...order to make this ...S INCLUDE ALL ...E INTO THE PIC- ...630,000 LIGHT ...and local delivery ...letely innocent of ...at the mammoth 3- ...iler combinations. ...70,000-odd huge, ...the ones which you ...nd roaring down ... are *hiding behind* ...*ful and inoffensive* ...MAJORITY OF THE ...TRUCKS ARE NOT ...E ASSOCIATIONS ...THE PICTURE!*

...RUE story — the ...e to know? The ...t to you:

...70,000 *BIG TRUCKS* ... various state offi- ...with failure to pay ...er costs. There is ...light trucks.

...e how much these ...y for the use they ..., it is necessary to ...et from them.

3. In most states, legislative thinking has found that the soundest and fairest way of allocating highway costs and user payments is by the Gross Ton-Mile Method. By this method, the total weight of all vehicles, loaded and unloaded, is multiplied by the annual mileage of each classification. Simple — and fair.

4. The United States Public Roads Administration in an exhaustive survey covering 1947 (the last year for which figures are complete) found that the *BIG TRUCKS* rolled up 309½ billion gross ton-miles that year — OR 30.2 PERCENT OF THE TOTAL FOR ALL VEHICLES.

5. It is simple logic, then, that the *BIG TRUCKS* should have been responsible for 30.2 percent of the costs of construction and maintenance of highways and streets in 1947.

6. The Public Roads Administration estimated that the total public expenditure on highways and streets that year amounted to $2,328,000,000.

7. The *BIG TRUCKS'* share of this amount — 30.2 percent — was $703,056,000, or $1,880 per big truck. *That is the amount they SHOULD have paid.*

8. Actually, they paid only $201,198,812 — or an average of $538 per truck. This means that each of the 373,825 *BIG TRUCKS* in 1947 paid only 28.6 percent of its fair share of highway user costs.

9. *THUS* — these "box cars" on the public highways received a total subsidy of $501,857,000 — or an average of $1,342 per truck.

WHO IS THE SUBSIDIZER?
WHO PAYS THE DIFFERENCE?

UNFORTUNATELY, THAT RESPONSIBILITY FALLS ON *YOU* — THE PRIVATE AUTOMOBILE OWNER, THE LIGHT TRUCK OWNER AND THE GENERAL TAXPAYER.

BUT *FORTUNATELY*, THE REMEDY ALSO LIES WITH YOU. The only solution to this unfair, un-American situation is to pass laws which will require the *BIG TRUCKS* to pay their fair share of highway costs — to stand on their own two feet — *to pay their own way*. The remedy lies with you, who vote into office the men who make our laws.

What OTHERS Say About This Situation

The chief destructive factor of highways is overloading (of heavy trucks). — *Thomas H. MacDonald, U. S. Commissioner of Public Roads.*

Big trucks in this state are responsible for 55% of the total cost of new highway construction. — *Chief Engineer of Highways, State of California.*

In one state a study was made on two sections of the same road, one part of which was subjected to heavy trucking while the other carried a normal traffic flow. The study showed that annual upkeep costs on the road traveled by normal traffic was only $380 per mile, whereas on the section subjected to heavy truck traffic, those costs jumped to $4,900 per mile. Thus the taxpayers' burden is multiplied 14 times — *Harold C. Osterlag, New York Assemblyman and Chairman, 14th Annual Northeastern Regional Conference on Highway and Motor Vehicle Problems.*

Private Automobiles in this state are paying three times more tax per ton-mile than the largest type truck — *Highway and Traffic Problems Commission of Illinois.*

What . . . every state is up against is an effort to put freight trains on the highways, with the taxpayers providing the right-of-way — not the railroads, as happens when freight cars are kept on rails — *The Cincinnati Post.*

Scores of truckers were arrested throughout the state yesterday as state police intensified a drive against violators of Indiana's truck weight law. Armed with portable scales, troopers . . . caught scores of trucks rumbling over the highways with overweights as much as 8,300 pounds. — *Indianapolis News.*

Ninety-seven truck drivers were convicted of driving overloaded trucks on U. S. Route 1 . . . during a recent weekend. Since only a fraction of the trucks passing over the busy highway are weighed, there is every reason to believe that overloading on the part of the big . . . truck companies is a fairly regular practice — *The Roanoke Times.*

Billions of dollars worth of the nation's finest highways are being pounded to pieces by overweight and overloaded commercial vehicles — *American Automobile Association.*

...AILROADS OF VIRGINIA